

shall be completed by Dec. 31, 1901, forty miles of it by Dec. 31, 1902, and 60 miles of it by Dec. 31, 1903. If the Co. fails to carry out these requirements its powers with respect to so much of its railway as remains uncompleted at the time of default shall cease.

The Guelph Junction Ry. Co., by legislation passed at the present session of the Dominion Parliament, is granted an additional term of five years to complete its line from its present terminus in Guelph to or near Goderich or to such other convenient point as shall give access thereto. So long as the city of Guelph holds \$20,000 of the stock of the Co. any citizen who is the holder of the Co.'s bonds, or who is assessed for \$1,000 or more shall be eligible as a director; and the Mayor or any citizen authorized by the City Council shall be a director to represent the city. The city is also given power to acquire and hold additional stock in the Co.

Halifax and Yarmouth.—This line has been completed from Yarmouth to Barrington Passage, 51 miles, and in addition the line has been located as far as East Jordan, and preliminary surveys have been made through to Halifax. The Co. is only operating the line between Yarmouth and East Pubnico, 31 miles. We have been unable to obtain any information as to the future policy of the Co. When Supt. Wheaton was succeeded as Acting-Supt. by Clark Cooper, in Dec. last, the latter issued the following statement over the signature of President F. Rawle:—

"The Coast Ry. Co., now the Halifax & Yarmouth Ry. Co., with its undertaking to construct a railway from Yarmouth to Lockport, was promoted by T. Robertson, M.P.P. for Shelburne, L. Atwood, A. N. Chandler and A. C. Chadburn. Work was commenced in the spring or early summer of 1894, through the medium of a construction company. The Ry. Co. and the construction company, as originally constituted, had no financial strength whatever. The Messrs. Brill and Mr. Fletcher became connected with the construction company after the enterprise was started, through representations as to the charter rights, contracts, subsidies, rights of way, etc., made by the promoters above-mentioned, which representations, unfortunately, have not been realized. After Messrs. Brill and Mr. Fletcher had, through the construction company, made an expenditure of, approximately, \$60,000, they were compelled to guarantee the completion of the contract to build the road and to pay workmen and material. They had either to do this or lose the money already put into the enterprise. In spite of many difficulties they have constructed 51 miles of railway which is second to none in Canada in the substantial way it has been built. The nature of the country made construction difficult, slow and costly; no machinery could be used; the work was all pick-and-shovel or rock excavation. Up to this date the Messrs. Brill and Mr. Fletcher have expended over \$700,000 on these 51 miles. They have received no part of the Government subsidies for the mileage between Pubnico and Barrington Passage, nor have they been repaid the money paid by them for right of way through the part of the municipality of Barrington traversed by this portion of the road. They have met all their bills as they have become due, and in this respect claim that they have acted honorably by their employes and with those of the public with whom they have had to deal.

"The principle on which they have proceeded was to incur no debts for labor or supplies, which they had not the means to meet when they became due. They deemed this the juster course to the public and the Government as well, even if the construction of the road was deferred beyond the contract time. Up to this date they have had to carry this heavy financial burden at the expense of their

private fortunes. The Messrs. Brill and Mr. Fletcher intended last summer to proceed with the work of construction from Barrington towards Lockport, under the terms of a proposed contract, which is now in the possession of the Nova Scotia Government, provided the subsidies on the road from Pubnico to Barrington were paid to them. The road between these two points has not yet been inspected, though it has been completed for some time. The Provincial Engineer granted leave provisionally to the Co. about a year ago to run trains on this part of the railway. Therefore Messrs. Brill and Mr. Fletcher deem it best to cease the operation of this portion of the railway for the present and to await its inspection by the Government Engineer. When it is approved and payment of the subsidies and right of way arranged for, they will resume the operation of it. They are ready to proceed with the work of construction towards Lockport on the terms of the proposed contract before referred to, provided the following things are arranged on a fair basis: 1. An extension of the contract with the Dominion Government to the same date as that fixed in the proposed contract with the Nova Scotia Government; and a contract with the Dominion Government for a subsidy from Clyde to Lockport. Some understanding must be arrived at with both Governments that the Co. is undertaking construction on the assumption that it will receive the subsidies from both Governments. 2. The Co. must receive a definite assurance that the municipalities will repay it the money paid for right of way, on filing the receipt of the landowner for his damages. 3. The Co. will also ask that the location of the road be fixed, at least as far as now surveyed by it, before further construction is undertaken. The Co. is quite willing that the road shall be located in accordance with the principle that it should subserve the population along the shore, so far as this can be made to harmonize with the location of a trunk line from Yarmouth to Halifax. With the active assistance of all parties interested it will be possible for the Co. to proceed with the undertaking at once."

Hudson's Bay and Northwest Ry. Co.—This Co. sought powers at this session of the Dominion Parliament to change its name to the Great Northern Transit Co., and to construct additional lines of railway on the east and west sides of James Bay. The bill was read a first time, but on reference to the House of Commons Railway Committee, the preamble was found not proved, and the fees, less cost of printing, were returned on April 16.

The Hudson's Bay and Pacific Ry. Co. by legislation passed at the present session of the Dominion Parliament, is given an extension of time for three years from Oct. 1, 1900, within which its line may be commenced and 15% of its capital stock expended thereon. W. Hopkins, F. M. Benson, of London, Eng., and E. E. La Bree, of Ottawa, are added to the provisional directors.

Interprovincial and James Bay Ry. Co.—T. Murray, Pembroke; A. Bourbonnais, North Temiscamingue; A. E. Guay and H. A. Riopelle, Pontiac; R. Prefontaine, J. W. Poupore, T. A. Brisson, and L. J. Tarte, Montreal; E. T. Walsh, R. G. Chevrier, F. A. Gendron, A. W. Desjardins, and J. C. Dupont, Ottawa; and Alex. Ribout, Mattawa, are seeking incorporation from the Dominion Parliament under this title to construct a standard gauge railway, to be propelled by steam, electricity, or other power, from a point on the C.P.R. between lakes Temiscamingue and Kippewa to Lake Abitibi, thence to James Bay, following as nearly as possible the boundary line between Ontario and Quebec. The Co. also asks power to construct and operate railways and branch lines along

and around Lakes Kippewa, Des Quinze, Expance, Abitibi, and along the rivers Kippewa, La Loutre, La Blanche, Des Quinze, Ottawa and Abitibi. The Co. also asks power to own and operate vessels on any of the navigable waters adjoining its line of railway; to own docks and elevators, to acquire water powers and generate electricity; to own and operate mines, blast furnaces, etc.; and to carry on the business of carriers, forwarders and transportation agents, as well as to own and operate telegraph and telephone lines. The capital is named at \$100,000, but power is asked to increase it to \$5,000,000, and to issue bonds to the extent of \$20,000 a mile. The Co. has power to issue bonds on its vessels and property other than its railway, and to pledge its tolls and revenues arising from its property other than the railway. It is given power to enter into agreements with the C.P.R., the G.T.R., the Northern Colonization Co., or the Nipissing and James Bay Ry. Co., as to the leasing or conveying of its undertaking either in whole or in part.

The Irondale, Bancroft and Ottawa Ry. Co., by an act passed at the recent session of the Ontario Legislature, is granted an extension of time to June 1, 1906, to complete its line, and is empowered to amalgamate either with the G.T.R. Co., the Toronto, Lindsay and Pembroke Ry. Co., the Pembroke Southern Ry. Co., or the Canada Atlantic Ry. Co.

Kamloops and Atlin Ry. Co.—H. P. Bell, D. H. Macdowell, and T. Lubbe, of Victoria, B.C., are seeking incorporation from the Dominion Parliament under this title with a capital of \$1,000,000, and bonding powers to the extent of \$35,000 a mile, to construct and operate a standard gauge railway from some point on the C.P.R. between Ashcroft and Kamloops lake, thence to Bonaparte River to near 100-Mile House on the Cariboo wagon road, thence to the head waters of the Beaver River, thence following generally the Beaver River to the confluence of the Quesnelle and Fraser rivers; and also to build a branch from this line to some point in the vicinity of Williams or Antler Creek in the Cariboo district. Power is asked to enter into an agreement with any other company for conveying or leasing its rights and powers.

Kettle River Valley Ry. Co.—J. B. McArthur, J. F. McCrae, J. M. Martin and W. P. Tierney, all of Rossland, B.C., were seeking incorporation from the Dominion Parliament under this title, with a capital of \$1,500,000, for the purpose of constructing and operating a standard gauge railway from the international boundary near Cascade city, along the Kettle valley, to near Grand Forks and Columbia, thence to near Carson; and branch lines from Grand Forks to Franklin camp, about 35 miles; and from between Columbia and Carson through Fourth of July Creek to Phoenix and the various mines within a radius of 5 miles thereof. The Co. to issue bonds to the extent of \$30,000 a mile, and to be empowered to convey or lease its undertakings to the C.P.R., the Columbia and Western Ry., or to the Victoria, Vancouver and Eastern Ry. This bill was thrown out by the Common's Railway Committee May 7.

Kettle River Valley Ry. Co.—Hon. J. R. Stratton, Peterboro; C. Kloefer, Guelph; T. P. Coffee, Toronto; W. Mills, Ingersoll; and T. W. Holland, Grand Forks, are seeking incorporation from the Dominion Parliament under this title to construct and operate a standard gauge railway from a point on the international boundary line near Cascade city, thence westerly along the course of the Kettle river, with a branch of 50 miles northerly up the north fork of the Kettle river from Grand Forks; and another branch south-westerly from Grand Forks, by way of Greenwood, to the international boundary near Midway. The Co. asks power to make connections at Cascade city, Carson city and Mid-